as necessary are planned on year to year basis depending on the availability of budgetary provisions in each year.

Proposal for Rail Overbridges

1214. SHRI ANIL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of proposals for construction of rail overbridges at various stations in Northern Railway, particularly in Punjab, Jammu and Kashmir and Himachal Pradesh, pending with Government;

(b) the present status of the proposals;

(c) the period of their pendency; and

(d) the number of accidents which occurred at spots where these bridges are not constructed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) A Statement is attached. *(See* below).

(d) No accident has occurred.

Statement

There is no proposal for construction of any Road over bridge at the stations falling in the States of Jammu & Kashmir and Himachal Pradesh. However, following proposals of Road over bridges falling in Punjab are at different stages of execution:—

(i) Road over bridge at Km. 22/7-8 on Rajpura—Bhatinda section near Patiala is pending since July, 1992 Abstract estimate for Railway's portion of work was sent to CE/PWD in May, 95 for acceptance which is still awaited. State Govt. has not yet completed certain preliminaries.

(ii) Road over bridge at Km. 289/8-9 on Ambala-Ludhiana section near Rajpura and

(iii) Road over bridge at Km. 89/8-9 on Ludhiana-Jakhal section near Sunam which were pending since Sept.93 and Aug. 97 respectively have since been included in the Works Programme of 1999-2000. However, these will be taken as sanctioned after passing **of the** Railway Budget by Parliament.

(iv) Road over bridge at Km. 111/4-5 on Ludhiana-Jakhal section near Leharagaga is pending since Aug. 97. State PWD has dropped this proposal and inspite of repeated requests no repsonse has been received from State Govt. till now.

(v) Road over bridge at Km. 100/6 on Ludhiana-Jakhal section near Chhajali is pending since Jan'98. Accepted copy of profile sketch and abstract estimate was received in Aug. 98 but State Govt. is showing little interest in it as no response has been received from them.

In addition, a few more works of Road over bridges are also at different stages of execution by the State Govt. on 'Deposit Terms' and on BOT (Build, Operate & Transfer) concept, vis:

(i) Motorable bridge in lieu of Lakkar Pul at Ludhiana

(ii) Road under bridge at Lehragaga and Sunam

(iii) Road over bridges at Rup-nagar on BOT concept.

Fall in passenger Freight traffic

1215. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for fall in Railway's share in passenger and freight traffic, as compared to roadways; and

(b) short term and long term steps Government propose to take in this re-gard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) The Major causes for fall in railways' share in passenger and freight traffic as compared to roadways are as under:

PASSENGER TRAFFIC

(i) Stiff competition with roadways and its rapid development as well as developments of other modes of transport like inland waterways, airways etc.

(ii) Non availability of the confirmed accommodation in the trans especially over night and long distance trains due to full utilisation of the existing capacity.

FREIGHT TRAFFIC

(i)Constraint of resources impeding creation of adequate capacity.

(ii) Accelerated growth of road network and road vehicles as compared to Railways

(iii) Duality of Indian Railways role as public utility service and commercial enterprises

Absence of an agency to oversee inter modal split resulting in macro level decisions of the Government negating the advantages of rail mode in the areas of energy efficiency, environment, friendliness, etc.

(iv) Subsidisation of some POL products and high tariff of electricity for railways causing serious disadvantage to railways as compared to road.

(v) State funding for construction of roads not available for construction of rail infrastructure.

Some of the important measures being taken in this regard are as under:

PASSENGER TRAFFIC

Short Term Measures

(i) Additional coaches are attached and special trains are run to clear the extra rush as and when required.

(ii) Timings of trains are reviewed every year to provide the optimum quality of service to all streams of passenger traffic

(iii) Tatkal schemes are introduced on selected train for passengers who have to plan their journeys at short notice.

Long Term Measures

(i) A lot of policy decisons are being taken to improve the overall service being rendered to the passengers.

FREIGHT TRAFFIC

Short Term Measures:

(i) Introduction of 'Volume discount Scheme', quatation of concessional station to station rates, permitting ! two-point laoding with train laod be-nefit, reduction in minimum charge-able weight for some commodities, leasing brake vans to increase parcel loading and earnings etc.

Long Term Measures:

(0 Strengthening High Density Net work, modernising traffic facilities proper rolling stock planning for in creased productivity, introduction of comprehensive bulk freight strategy to identify flow of bulk commodities and modes of transport to devise appropri ate transport packages to divert traffic to the railways, providing multi-modal infrastructure to capture non-built goods traffic through CONCOR, in troduction of 'Own Your Wagon' Scheme, to increase availability of rol ling stock and ensure freight traffic from bulk customers, etc.